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Will Correct Manuscript, Furnish Music for Song Words, and Publish at Reasonable Rates

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SWIFT'S FERTILIZERS

SWIFT'S SUPERPHOSPHATE [2-8-2]

Our banner brand. The best general crop producer on the market. It gives the plant an early start and insures a continuous, healthy growth up to and including maturity, and shows marked results on following crops. It adds to the fertility of the soil. For all crops, particularly Corn, Wheat, Oats, and Timothy.

SWIFT'S [2-8-5]

A high grade fertilizer, especially adapted for Tomatoes, Potatoes, and all kinds of Vegetables, all kinds of Vines, Small Fruits, and Fruit Bearing Trees. Gives excellent results on Corn, Oats, and Wheat wherever soils are deficient in potash; namely, sand and loam soils

MANSFIELD PRODUCE COMPANY, AGENTS

NORWOOD

(Special Correspondence)

Everett Lacy left Thursday night for Woodbine, Kans.

Mrs. Susan Bruton, who has been spending a few days with O.R. Callison's at Mountain Grove, has returned home.

F. J. Thompson, who has been very ill with pneumonia, is reported better.

Quite a number took the train here Saturday night for Shoshone, Idaho.

Mrs. L.T. VanNoy, who has been in Kansas City studying pharmacy, spent a few days at home last week returning to her work Sunday night.

Joel Martin was in Arkansas last week buying stock.

H. J. Schofield unloaded a car of salt, a car of crockery and a car of flour and feed last week.

Mrs. H. L. Newton, about a mile south of town, died March 17; buried the 18th; funeral services held at residence.

Clyde Schofield called on Clara Gregory of Hepner, Mo., Sunday. Clara and her sister came to Norwood with him and left Monday night for Tarkio.

Kingsley Colson left Monday for Kansas City.

Con Minihan and John Cramer attended the sale of Billie Cottenguns Tuesday.

Frank Campbell, who has been in California the last year, is back in Norwood.

John and Will Donaldson left last week for the west.

Mrs. W. S. Calhoun has returned from Kansas City, where she has been visiting her sons.

Frank Schofield from Mountain Grove was visiting in Norwood Tuesday.

Luther Pennington of Denlow was in town one day last week.

Don Schofield spent Sunday with home folks at Mountain Grove.

All business houses were closed from 11 till 2 Tuesday during the funeral of Mrs. Newton.

SCHOOL NOTES

Two more months of school.

Every pupil should stay in school until the close of the term.

Pupils dropping out now can hardly hope to be promoted to the next grade for another year.

This month will not be our best in attendance but we hope to have the fewest tardies.

The final examinations of the eighth grade were finished Friday and Saturday. All made passing grades except two and they will be given another test at the close of the school.

Mary Sisney is our only new student this week, but several, who have been absent from the primary room, have re-entered since the weather is better.

The high school literary program Friday afternoon was unusually good. The seventh grade were visitors and enjoyed the exercises very much.

The girls' glee club meets every Monday and Thursday afternoon. The members are all progressing with their work and will soon be ready to make their first public appearance.

Mr. Arnold's vocal music class will attend the rural graduating exercises at Hartsville and furnish music at any and all times during the program that singing is needed.

The senior class is at work on their program for commencement. The class will consist of two girls and eight boys if all of them finish their course satisfactorily. The class roll is as follows: Paul Hopper, Glenn Craig, Jewell Hoover, Maurice Berry, Edd. Taylor, Clifford Seal, Roy Handy, Zella McClelland, Gorman Freeman, Herbert Shelton.

The Baptist ladies have taken the exclusive right of the California perfume goods, and would appreciate your patronage. They also have the exclusive agency of Crystal Washing powder, of which they are making a specialty.—Adv.

SHALL THE UNITED STATES BUILD HIGHWAYS?

It is a question which is slowly but surely forcing itself upon the national legislature. Many senators and representatives now believe that the building of a system of national highways is of more economic importance than any other public work—more vital than the question of a large navy, more useful than any river and harbor improvement, more necessary than the Panama canal. For highways are built and owned by the people and are free to all the people. A few years ago road bill had short shrift in congress—at present there are nearly a hundred bills before congress dealing with road building in one form or another.

Although the "good roads" idea has been gathering force and headway for many years, its advocates are still pulling in many directions. Some road associations want state highways with national aid. Others want state highways without national aid. Still others want good roads paid for by the counties through which they pass, without any aid. One, at least, believes firmly that the question is not only one for states, counties, cities and towns, but for the nation.

The National Highways Association believes that the beginning of a comprehensive good road system for the nation must be made by the federal government.

Such a system consists of fifty thousand miles of national highways.

It is universal experience that one mile of good road breeds another mile. Put a state-wide, good road down anywhere in this country, and in ten years there will be dozens of good roads reaching it from all parts of the state. Put down a system of national highways, built and maintained by the national government, and the various state legislatures and county officials would soon see the advantages of connecting all parts of the states with those national roads.

There are two million miles of roads in the United States. But improve fifty thousand miles into good roads, and keep them good roads by proper maintenance, and fifty thousand miles more would grow almost over night, and then another fifty thousand and another and another, until our great country, with its huge territory, would be crossed and recrossed with good roads, as France is today.

France has national highways. These are immense trunk line roads, great arteries of commerce and from these the smaller roads are built by the provinces of France, just as the states and counties of our states will build feeders and connections to a national system of highways.

If France—about the size of Texas—needs national highways, how much more do we, with our huge territory, require them?

Many idealists and dreamers have proposed national road systems for this country. Usually the system has been worked out with a map, a ruler, a pencil and sublime faith. Mountains, lakes, rivers and forests form no obstacles to such visionary road systems. The national highways system is the product of no such dream.

A TEXAS WONDER

The Texas Wonder cures kidney and bladder troubles, removing gravel, cures diabetes, weak and lame backs, rheumatism, and all irregularities of the kidneys and bladder in both men and women. Regulates bladder troubles in children. If not sold by your druggist, will be sent by mail on receipt of \$1.00. One small bottle is two months' treatment, and seldom fails to perfect a cure. Send for testimonials from this and other states. Dr. E. W. Hall, 2926 Olive Street, St. Louis, Mo. Sold by druggists.

If New York state can afford five millions a year for road building, is it unreasonable to suppose the United States government can afford ten times as much—or fifty millions a year? Think it over.

The system as outlined is only a beginning—a suggestion. But if it appears as a beautiful dream, it is at least a practicable engineer's dream, and a dream which—like that of de Lesseps and the canal—is bound to come true some time. The National Highways Association believes that the time when the dream begins to come true is close at hand. It is a dream which vitally affects every man, woman and child in the country—a dream which, when it does come true in its entirety, will be found of more importance to our progress as a nation, to our wealth, to our social and political life and to our other dream of absolute independence, than any one movement we, as a nation, have ever made.

COUNTY SEAT NEWS.

M. V. Garner and wife, Luke Kinser and Ira Peacock left Saturday for Idaho where they expect to find employment.

Jas. W. Cottengin lost his dwelling house on his farm nine miles east of here by fire Monday morning. The fire started from sparks from the flue, or some defect in the flue, as the roof was on fire when first discovered. We understand that he carried some insurance.

Work on the bridge across the Gasconade river near town is progressing rapidly, and the Kansas City Bridge Co. expects to have it completed within thirty days.

J. F. Allen and W. H. Gorman, two of our merchants, left Saturday for St. Louis to spend this week buying their spring goods.

Rev. Carnutt, pastor of the M. E. church, was returned by the conference to this charge for another year. He is an able man in the pulpit and has given general satisfaction the past year.

Rev. Wm. McClannahan of Grove Springs was attending to business at the county seat Friday, and also visiting his brother, Robert McClannahan.

Ed Agee and James Hurt left Thursday for Idaho where they have employment.

Mrs. Bertha Hunter and daughter, Hazel, departed Saturday for Kansas City to join her husband who is working for the K. C. Bridge Co.

Collector Jno. A. Dennis' annual settlement for 1912 made and approved this week by the county court shows to be the largest collection made in the history of the county. It is as follows: Total charges on the tax books, \$78,468.58; collections, \$70,853.48; erroneous, \$447.29; delinquent, \$7167.81. The following funds collected: State, \$835.65; county, \$20488.86; road and bridge, \$8269.08; special road, \$1568.90; school, \$81948.80; city, \$171.96; back pool, \$49.23.

There will be an old fashioned dance given at the Johnston's Opera Hall Saturday night.

W. H. Gorman took Everett, son of Gib Chandler, to Illinois to be treated by a specialist for appendicitis.

The county court convened Tuesday to make annual settlement with Collector Dennis.

John Kinser is putting the lumber on the ground preparatory to erecting a handsome residence in West Hartville.

Mrs. I. L. Hart and granddaughters, Amel Vanzant and Miss Fannie Pope, returned Friday from a two weeks visit at Mountain Grove.

Marriage Licenses.

Wright C. Perkins of Manes, to Elva Oliphant of Manes.

Joseph L. Hunt to Eunice Davis.

Try a mild smoke, Senorita.—Adv.

The McKinley Edition of Sheet Music 10c copy and Most Popular Songs of the Leading Publishers 10--12½--15--25c

Call and see what you want; if we don't have it, we can get it

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The Only Place in Town Where You Can Get a

Good Square Meal for 25c

Lunches at All Hours Confectionery, Cigars, Tobacco

White Front, East Side of Square **Mansfield, Missouri**

GASCONADE ITEMS.

It will soon be garden making time.

Some of the farmers have begun their plowing.

The Spring Valley ball team will reorganize in the near future and be ready to play all teams in the vicinity of Mansfield.

Mrs. W. T. Pollock continues quite sick.

Grandma Bradberry is in very poor health.

J. T. Newton bought the piano at Schafer's sale yesterday.

James Frost has a sale March 25 after which he intends going to Indiana.

The high wind of last week blew G. A. Gutscheke's barn and silo down, also blew Mr. Edwards house off its foundation.

The county court again decided in favor of Mrs. Pollock over the road matter between her and Fred Oetting.

The Largest Magazine in the World.

Today's Magazine is the largest and best edited magazine published at 50c per year. Five cents per copy at all newsdealers. Every lady who appreciates a good magazine should send for a free sample copy and premium catalogue. Address Today's Magazine, Canton, Ohio.—Adv.

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Adv **J. D. REYNOLDS.**